Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **601** **Const Calendar Day:** 13 **Date:** **17-Jun-2012** **Sunday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 09:00 pm 05:30 am **Break:** 00:30 **Over Time:**
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation 0.00" **Condition** Pockets of fog to overcast, gusts of wind at times

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Conducted a scanning survey of the SAS superstructure from OBG punchmarks and 2 points placed on the top of the erection tower with District 4 surveyors. Approximately a total of 25 scans were done along the entire length of the bridge. There was a total of 7 District 4 surveyors working on this scanning survey with me, all whom are Caltrans employees. The following is the names of the crew members and the points they used to scan the SAS superstructure:

Instrumentman	Rodman	Points
Robbie Dolan	Randy Wigton	100-107 (W-Line OBG)
Jeremiah Bean	Juan Barahona	200-207 (E-Line OBG)
Kevin Akin	Paul Rogers	300-306 (Tower & East OBG)

Steve Kala assisted with all three crews in setting targets, getting power generators, finding control points, and managing the surveying operation with me. All crew members were on the westbound Skyway at 9:00pm promptly. I conducted a brief informal tailgate safety meeting to inform the crew of the safety hazards working on the SAS at night. It should be noted that ABF didn't turn on the catwalk and tower lights this evening or early morning until 5:00am.

Scanning began on the west end of the SAS with two crews at 10:10pm. The ambient temperature at this time was 51F and the temperature of the cable steel was 52F. The cable steel temperature was taken at the top of the South Sidespan cable near the tower saddle. It should be noted that the survey began under overcast skies with pockets of fog. I observed this weather condition since 7:00pm to ensure the survey was done under ideal conditions. Also the approximate time of sunset was 8:40pm.

The two scans taken from the top of the erection tower began approximately at 10:40pm. As the scanner and backsight were being set up, the wind speed was measured from West at 25mph and the fog was passing bye the tower. Once scanning began surprisingly the fog dissipated and the wind speed was measured from the West at 3mph. I went to the top of the erection tower with Kevin and Paul to ensure that they were safe. I also assisted them with the scanning survey from the top.

All scans were completed by 5:30am which is the approximate time of sunrise. The skies were still overcast at this point. Other items to note during the scan was that JA1001 was used as the initial backsight point for the scanners on the OBG deck. The deck scans done by all three crews were tied into each other at points 305 and 304. In summary, the SAS bridge from the top of the OBG deck was scanned

to capture the contours of the OBG, tower, and the free-hanging cables with cable bands and suspenders. As mentioned yesterday the South Mainspan cable swing out was done essentially altering the free-hang geometry of that cable.

- Performed a level run from the JA1000 and JA1001 with the assistance of Juan Barahona through all of the points used to scan the top portion of the SAS bridge.